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Transportation

**TRANSPORTATION OF EXPLOSIVES ON
PUBLIC ROADS IN THE UNITED KINGDOM**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive 24-2, *Preparation and Movement of Air Force Materiel*. The provisions of this instruction are applicable to all elements of the US Air Forces, including US Guard and US Reserve forces, and are recommended as guidance to other US Visiting Forces (USVF) in the United Kingdom (UK) in accordance with US European Command (USEUCOM) Directive (ED) 64-1, *Transportation Policy and Management* and USAFE Instruction 24-201, *Joint Transportation and Traffic Management Regulation*. In addition to USEUCOM and United States Air Forces in Europe (USAFE) transportation policy, management directives, this instruction takes into account Department of Defense (DoD) Defense Transportation Regulation 4500.9R, Part II, *Cargo Movement*, Air Force Instruction (AFI) 24-201, *Cargo Movement*, Joint Services Publication (JSP) 445, *Transport of Dangerous Goods by Road, Rail, and Sea*, the *Munitions Memorandum of Arrangement (MOA) between the United States and the United Kingdom*, Air Force Manual (AFMAN) 91-201, *Explosive Safety Standards*, DoD Standard (STD) 6055.9, *Ammunition and Explosives Safety Standards*, the United Nation (UN) "Recommendations on the Transport of Dangerous Goods," commonly known as the "UN Orange Book," and European Union and Host Nation guidance, JSP 482, *Explosives Regulations Familiarization Course*, the *International Maritime Dangerous Goods Code (IMDG)* and the *European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR)*. Maintain and dispose of records created by prescribed processes according to AFMAN 33-322, Volume 4, *Records Management Program*.

SUMMARY OF REVISIONS

This document identifies training, labeling and security procedural requirements for transporting explosives on public roads in the UK and clarifies armed guard requirements, the UK's driver's vocational certificate, in-transit munitions pick-up procedures for the aerial port hub at RAF Mildenhall, and authorized representative (AR) requirements.

1. General. This instruction provides guidance for complying with AFMAN 91-201, DoD STD 6055.9, the USVF obligation toward the Host Nation and JSP 445 when transporting explosives over UK public

roads. It defines terms used in association with off-base explosives policy on how personnel are to comply with ADR and IMDG. It identifies AR/ADR training requirements for individuals to certify, operate, inspect, receive or release explosives laden vehicles and provides notification requirements, safeguarding and emergency procedures.

2. Authorized Routes and Notification of Police:

2.1. The Mobile Explosives Team (MET) from RAF Strike Command issues authorized routes for vehicles owned either by or under control of the Armed Forces for the conveyance of explosives. When moving more than 3 tonnes net explosive quantity (NEQ), which equals 6,613.8 pounds net explosive weight (NEW) of hazard division (HD) 1.1, either on a single vehicle or in aggregate where there is more than one vehicle in a convoy, a MET issued route is required to be used.

2.1.1. Use the point of contact listings found in JSP 445, Section 2, Paragraph 2.027, e.g. to contact the MET.

2.1.2. Requests for authorized routes must be submitted to the MET at least 4 weeks prior to the movement, detailing the following:

2.1.2.1. Origin and destination

2.1.2.2. Quantity and nature of explosives being moved

2.1.2.3. Frequency of use

2.1.2.4. Date of proposed first use

2.1.3. Once the MET routing is agreed upon with the appropriate constabularies, the route will be assigned a number and copies of the route will be sent to the requesting unit. The unit must provide copies of the route to 3 AF Munitions (3 AF/A43), 3 AF Transportation (3 AF/A46), base explosive safety (SEW) offices and the Ministry of Defence (MOD) Police (MDP) Central Information Room. To use the route, the consignor advises the MDP Central Information Room of the allocated MET route number, consignor and consignee details, description of the vehicle load, vehicle registration and driver, attendant details.

NOTE: Security Forces Squadrons (SFS) military working dog (MWD) sections transport small amounts of explosives to conduct training. Advance coordination and notification with MDP is not required when SFS is moving MWD explosives in quantities outlined in paragraph 6. to this instruction.

2.2. Explosive movements less than 3 tonnes HD 1.1 shall be routed away from highly populated areas and congested motorways. Certain local authorities are authorized by acts of parliament to prohibit or restrict the movement of explosives within areas under their specific control. Local authorities will be approached for special advice, the route must be agreed with relevant police authorities in advance and police must be informed when the move is scheduled to take place. The following are some examples:

2.2.1. Cities: Cardiff, Liverpool, London, etc

2.2.2. Tunnels: Mersey, Tyne, Dartford, Blackwall (See JSP 445, Annex 3D), Rotherhithe

2.2.3. Bridges: Tay, Erskine, Forth, Severn (both bridges)

2.2.4. Harbors and sea movement: See JSP 445, Section 14

3. Management of Training and Certification:

- 3.1. Unit training managers are the focal point for ADR and AR requirements concerning Class 1 (explosives), 3 AF/A46 is the focal point for other classes.
- 3.2. Unit training managers are the single point of contact for ADR uniformed driver training and certificate application processing through the UK's Department of Transport.
- 3.3. Appointment, Training and Certification of ARs:
 - 3.3.1. Unit supervision selects their most qualified noncommissioned officers or civilian equivalents for AR qualification training.
 - 3.3.2. AR qualification training may be achieved through one of two methods: Successful completion of the AR course or by attending the JSP 482 RAF Explosives Regulations Familiarization course.

4. Classification of Explosives:

- 4.1. Use the Joint Hazardous Classification System (JHCS) or Technical Order (TO) 11A-1-46, *Fire Fighting Guidance, Transportation, and Storage Management Data*, Table 3-1, Column 6 and Column 10, to classify explosives.
- 4.2. You must know the NEW of items before releasing a vehicle transporting explosives. When TO 11A-1-46 does not provide the NEW of the items being shipped, obtain the NEW from another reliable source, e.g. JHCS, stock lists, trade publications or Reportable Item Master File.
- 4.3. Use the following conversion factors to compute NEQ: 1 kilogram = 2.2046 pounds, 2,204.6 pounds = 1 tonne NEQ.

5. Notification and Logging Requirements:

- 5.1. Notification of explosive movements is accomplished in three phases. All notification contacts are to be logged in by both releaser and receiver.
 - 5.1.1. Phase I is the initial contact (at least 48 hours prior) between releaser, receiver and MDP Central Information Room.
 - 5.1.2. Phase II informs the receiver that a shipment of explosives is about to be released.
 - 5.1.3. Phase III is the final notification that vehicle conveying explosives have departed. It includes confirmation from the receiver that the vehicles have arrived at their destination.
- 5.2. For all explosive shipments:
 - 5.2.1. The releaser notifies the receiver of the description, quantity, hazard classification, UN serial numbers and NEQ of the explosives before releasing the vehicles. The receiver must be notified as soon as possible but not less than 48 hours before the release (not applicable to emergency aircraft operations). The receiver must agree to receive the items at a specific time and place. The releaser notifies the receiver of departure time, which includes any changes when the vehicle is released.
 - 5.2.2. The releaser will notify the MDP Central Information Room, using the checklist at [Attachment 2](#), at least 48 hours prior to departure for road movement of munitions which:

5.2.2.1. Exceed 3 tonnes (6,613.8 pounds.) NEW explosive HC/D 1.1 in a single vehicle or aggregate in a convoy.

5.2.2.2. Require armed escorts to accompany the road movement (See Paragraph [10.5](#)).

5.2.2.3. Require more than one vehicle (convoys).

5.2.3. Releasing and Receiving ARs will maintain a record consisting of:

5.2.3.1. Vehicle owner

5.2.3.2. Vehicle registration number and vehicle type

5.2.3.3. Names of driver and attendant (check to see that the driver is certified under ADR rules for transporting dangerous goods and possesses a valid vocational training certificate)

5.2.3.4. Date, time vehicle released, received by AR.

5.2.3.5. Remarks, condition of cargo and any shipping irregularities upon arrival

5.2.3.6. Shipping irregularities that must be reported to Senior AR

5.3. Emergency Notification. If the MDP cannot be contacted, or mission requirements do not allow for 48-hours notice, contact 3 AF/A43, 3 AF/A46, SEW and applicable command post in accordance with [Attachment 3](#).

6. Road Movements of Small Quantities:

6.1. Vocational training certificates and notifications are not required when carrying certain quantities of explosives. It is still essential that the driver and attendant be knowledgeable on the hazards associated with the material being transported. See JSP 445, Section 4, Annex 4H, to determine if vehicle markings are required. The following are excepted small quantities:

6.1.1. 1.4S in any quantity.

6.1.2. 1.4C and D articles or substances and 1.4E, F or G articles up to 500 kg NEQ.

6.1.3. 1.4B articles or 1.4G substances, up to 300 kg NEQ.

6.1.4. 1.1B, 1.2B articles or 1.1G, 1.3G substances, up to 20 kg NEQ.

6.1.5. There is no exemption for compatibility group (CG) "A" or "L" of any HD.

6.1.6. Any other than the above, up to a total of 50 kg NEQ.

6.1.7. Refer to JSP-445, Section 4, Annex 4J, Exceptions for Explosives, for a complete listing.

6.2. The attendance of an AR is not required when loading and unloading HD 1.4 up to 50kg (110.23 pounds) NEQ.

7. Packing, Marking, Placarding, Labeling and Customs Requirements:

7.1. ARs must ensure the following conditions are met before releasing munitions vehicles:

7.1.1. Each package or pallet must be packaged in accordance with the applicable dangerous goods regulation under the rules established by the UN Orange Book.

7.1.2. Each package, pallet or unitized load must be properly labeled with the proper shipping name, HD, CG, packaging group number, UN serial number and packaging specification. Additional markings must be in accordance with the appropriate item TO.

7.1.3. Each outer package containing explosives will be labeled with the appropriate HD/CG label. For items such as palletized MK-82 bombs, the pallet is considered the outer package. On unitized loads such as 20mm, fuses, etc, each package must be labeled and the labels should be visible on each vertical face of the pallet, load.

7.1.4. Vehicles carrying ammunition must display two blank reflective orange and black rectangular panels. One affixed at the front of the vehicle and one at the rear. Panels are not required on any trailer that is detached from its towing vehicle (JSP 445, Section 4, Annex 4H).

7.2. Placards (Danger Signs). Vehicles will display three orange and black colored hazardous HD/CG placards, (JSP 445, Section 4, Annex 4H). One affixed to each side of the load carrying compartment and one on the rear. When a container is carried on a vehicle, four placards will be attached to the container instead of the vehicle. When placards are placed on containers they must be placed on the front, rear and each side of the container. These procedures must be followed unless exempt by either the flow chart for placards, which is depicted in the JSP 445, Section 4, Appendix 4H2, or exceptions found in JSP 445, Section 4, Annex 4J.

7.2.1. Where two or more containers carrying explosives of different hazard divisions are loaded on the same vehicle, the vehicle is still regarded as a single load and is to be placarded according to the highest hazard division (JSP 445, Section 18, Paragraph 18.064). This may be achieved in two ways:

7.2.1.1. By covering the container placards and placarding the vehicle itself with the highest HD.

7.2.1.2. By leaving the placards on the container carrying the highest HD and covering the others. This may require the display of an additional "worst case" placard on the rear of the rear-most container while being transported by road.

7.3. Labels. The DD Form 1387, **Military Shipping Label**, shall be applied to containers in accordance with MIL-STD 129N, *Military Marking*. This standard provides the minimum requirements for military marking and procedures for their application. Affix labels in a secure manner using a weatherproof pouch to protect the label from deterioration or loss during transit.

7.4. Customs. Customs inspections shall be performed in accordance with USEUCOM Directive 30-3, *Military Customs Inspection Program*, for explosive shipments destined to or that will transit through the Customs Territory of the United States (CTUS). DD Form 1253, **Military Customs Inspection**, certification must be attached to preclude it from being removed and placed onto another container. Affix the certification in secure manner with a weatherproof pouch to protect the label from deterioration or loss during transit to, through the CTUS.

8. Vehicle Requirements:

8.1. The vehicle must be in good structural and mechanical condition. The AR must inspect each vehicle used for the movement of explosives prior to release with the checklist prescribed by JSP 445, Section 2, Annex 2F in conjunction with any locally developed procedures.

8.2. Vehicles used to carry explosives must have two types of fire extinguishers as prescribed by JSP 445, Section 4, Paragraph 4.344: One for fighting a fire in the engine or cab of the vehicle and one for fighting a fire in the tires or brakes, or in a load of 1.4S.

NOTE: The crew must not fight a fire in a load of explosives other than 1.4S.

8.3. A tool capable of cutting high tensile steel strapping around pallets must be available on each vehicle carrying palletized ammunition independently or on at least every fifth vehicle when in convoy (JSP 445, Section 4, Paragraph 4.075c.) Additionally, this is required for leased and contracted vehicles.

8.4. Radio transmitters or telephones may be fitted or carried in the cab of vehicles carrying explosives. However, drivers and attendants must be instructed if an accident occurs and packaging is damaged, ammunition-containing electro-explosive devices (EED) may be exposed and vulnerable to initiation by radio transmissions. In these circumstances, hand-held or portable transmitters will not be used within 10 meters (32.8 feet) of the load or vehicle. It should always be assumed that EEDs are among the load unless it is certain they are not. Mobile phones must not be used within 50 meters (164 feet) of explosive laden vehicles.

8.5. Tractor trailers (prime movers, tow vehicles) may not tow more than one trailer. Military vehicles may tow single axle trailers. With the exception of Private Light Goods vehicles (PLGV), trailer brakes must be operable from the driver's cab and automatically applied in the event the trailer becomes accidentally detached from the towing vehicle (JSP 445, Section 4, Paragraph 4.057). A breakdown of the types of vehicles allowed for explosives movements follow:

8.5.1. PLGV. PLGV are vehicles with a maximum authorized mass (MAM) < 3,500 kg and manufactured before 1 Jan 97. They may be closed or sheeted, and fueled by either unleaded or diesel. Landrovers, saloon cars, estate cars and minibuses come into this category.

8.5.2. Ordinary Goods Vehicles (OGV). OGV are all other goods vehicles with a MAM > 3,500 kg and manufactured before 1 Jan 97, and associated containers. When the vehicle is sheeted, the sheet should be of an impermeable material not readily flammable and where reasonably practicable, tightened so to cover the vehicle on all sides and kept in position by a lockable device. Most load carrying military B vehicles, including 4, 8, 10, 14 and 16 tonne are considered OGVs.

8.5.3. Special Goods Vehicles (SGV). SGV are specially designed, constructed and maintained to allow the carriage of explosives in larger quantities and prevent the risk of fire getting to the explosives cargo being transported. SGV are vehicles specially constructed or adapted with special safety features to allow the carriage of larger quantities of ammunition than those allowed in an OGV. Few military vehicles meet the requirements.

8.6. Tarpaulin Requirements: When specifically required by the DoD activity, using a flat-bed trailer, flat-rack container or similar open equipment to transport explosives; the load must be completely covered by tarpaulin. The requirement for use of a tarpaulin will be annotated on the freight warrant, bill of lading, etc. The tarpaulin used must be fire and water resistant and be securely fastened by the carrier to the trailer to protect the load in accordance with DoD 4500.9, Part 2, Section 205, Paragraph N.

8.7. Vehicles transporting explosives are restricted to the maximum allowable limits shown in JSP 445, Section 4, Annex 4F.

8.8. When explosive articles and substances in different CG are transported together, apply the maximum quantity limits allowed in JSP 445, Section 4, Annex 4F, Page 4F-8.

8.9. International Organization for Standards freight containers which bear the International Convention for Safe Containers Safety Approval Plate are authorized for transporting explosives. Those in charge of stuffing a container must always check the plate first to ensure the container's serviceability. Load restraint must be in accordance with the applicable series TO.

8.10. As prescribed by JSP 445, Section 18, Paragraph 18.061, explosives contained in any one approved container (subject to gross weight considerations) are not to exceed the limits shown in JSP 445, Section 4, Annex 4F, under the columns marked "Fire Tested Container" or "Not Fire Tested Container."

8.10.1. Fire Tested Containers. Only a closed, Fire Tested 20-foot container may be used to carry the maximum limits for SGV and Type III vehicles. To qualify as Fire Tested, the container must meet the requirements of British Standard 476, Part 7, Surface Spread of Flame Test and British Standard 476, Parts 20, 21 and 22, Flame Penetration/Heat Insulation Tests.

NOTE: In accordance with JSP 445, Section 4, Annex 4F, fire tested containers are virtually unobtainable at present.

8.10.2. Not Fire Tested Containers. Containers that are not fire tested will only be loaded to the NEQ limits for OGV or Type II vehicles. They may only be carried on OGV, SGV, Type II or Type III vehicles.

8.10.3. Units transporting explosives should contact 3 AF/A43 and 3 AF/A46 to determine if any waiver exists from the UK government that would allow explosives to be carried in excess to the amounts limited above.

8.11. In addition to locally developed procedures and AR checklist (JSP 445, Section 2, Annex 2F), the maximum NEQ limits (JSP 445, Section 4, Annex 4F) and Stuffing Supervisors Checklist (JSP 445, Section 18, Annex 18G) will be used.

9. Segregation:

9.1. No freight, stores or material liable to cause or communicate fire or explosion is permitted on vehicles or containers carrying ammunition in accordance with JSP 445, Section 4, Paragraph 4.264e.

9.2. Use AFMAN 91-201, Table 2.4 and JSP 445, Section 2, Annex 2B and Section 4, Annex 4E, to determine compatibility groups. If a conflict exists, contact 3 AF/A43 or base SEW for guidance.

9.3. Transportation of CG "L" (special risk requiring isolation), ammunition not included in other compatibility groups including damaged or suspect, munitions or explosives, has the following requirements:

9.3.1. No other CGs are to be in the load.

9.3.2. Military vehicles may only be used.

9.3.3. Shipments of CG "L" are coordinated and approved by 3 AF/A43, 3 AF/A46 and SEW.

9.3.4. CG "L" explosives may only be carried in a load under "sole use."

10. Safeguarding of Explosives:

10.1. The driver will be accompanied by an attendant when a vehicle is being used for the carriage of explosives in accordance with JSP 445, Section 4, Paragraph 4.234.

10.2. The attendant must understand the nature of the danger and take preventive action in case of emergencies. Attendants:

10.2.1. Are responsible for safety and security of the consignment throughout the journey.

10.2.2. Must ensure vehicles transporting explosives are checked for security of the load after 30 minutes of departure and every 2 hours thereafter.

10.2.3. Must be able to brief the UK emergency services in case of an emergency.

10.3. Convoys. Convoys are normally limited to five vehicles. An attendant is required in the first and last vehicle when convoys are used and they must possess the capability to communicate with each other during explosive convoy movements. Attendants will be a member of the Armed Forces and fully knowledgeable of the hazards involved among the assets being transported. They must also possess proof of competency i.e., certification of training, etc. and be able to implement precautions to eliminate a hazardous situation and react to an incident.

10.3.1. A recovery team or chase vehicle must be available to provide another attendant to proceed if a vehicle drops out due to mechanical problems, incident or accident. An attendant must remain in a convoy vehicle that becomes disabled. Convoys will not proceed without the proper number of attendants unless directed to do so by the MET, MDP central control room, local law enforcement activities or 3 AF/A46.

10.4. Military personnel performing attendant duties in commercial vehicles should wear civilian clothing to maintain a low profile during operations. Reflective vests, steel toe boots and hard hats are required if attendants, armed escorts dismount their vehicle in a port staging, loading area.

10.5. Explosives shipments involving armed escorts:

10.5.1. Vehicles transporting high-risk munitions require an armed escort as defined by US transportation and security regulations. Refer to USAFE Instruction 24-201 and AFI 24-201 to determine appropriate transportation level of protection required. For off-base weapons movement procedures, refer to AFI 31-207, USAFE Supplement 1, *Arming and Use of Force by Air Force Personnel*.

10.5.2. The shipper of high-risk and protected category munitions is responsible for arranging and providing armed escorts. The Traffic Management Officer will arrange armed escorts through the local MDP office and should understand armed escorts from the MDP are the host nation preferred method.

NOTE: In the event the host nation is unable to provide armed escorts required for high-risk munitions, the cargo movements section should gain prior permission from the installation and RAF base commanders to use US armed escorts in accordance with the US/UK *Munitions MOA*. US armed escorts must be fully qualified in specific UK rules of engagement and challenge procedures while providing protection for high-risk munitions. The armed escort requirement should not be confused with attendant duties, which is an altogether separate requirement. When in doubt or if conflict exists, unresolved armed escort requirements must be elevated to the 3 AF/CC for final determination.

10.5.3. Risk categories of explosives are defined in AFI 31-101, *The Air Force Installation Physical Security Program*. The 3 AF/CC, or designated representative, is the approval authority for off base weapons movement in the UK in accordance with AFI 31-207, USAFE Supplement 1

10.5.4. Refer to the Installation Security Plan for additional security requirements and coordination instructions when moving arms, ammunition and explosives.

10.6. Consignments of small arms (rifles, pistols, etc.) must not be transported with a shipment of compatible ammunition in the same vehicle. Unpacked ammunition issued for daily use is excluded if approved by the authority listed in Paragraph 10.5.3., above.

11. Driver's Requirements. Drivers of vehicles transporting dangerous goods must possess a valid ADR vocational training certificate issued by the UK Department of Transport for the applicable hazard class of dangerous goods being transported, unless exempt under JSP 445, Section 3. For Class 1 explosives training requirements, contact the unit training manager and 3 AF/A46 for all other classes.

12. Documentation:

12.1. Drivers and attendants must have in their possession an emergency procedure checklist pertaining to explosive cargo being carried. This includes:

12.1.1. Notice to Crews of Road Vehicles Carrying Explosives including Ammunition, located in JSP 445 Section 4, Annex 4L.

12.1.2. Transport emergency cards (TREM CARD) pertaining to the type of explosive being transported, located in JSP 445 Section 4, Annex 4L. The cards should be displayed in a conspicuous location in the vehicle cab and kept in a brightly colored pouch that is clearly visible and accessible to emergency response teams in the event of an accident where the driver and attendant are unconscious.

12.1.3. Supplementary Hazardous Load Warning Sheets are located in JSP 445 Section 4, Annex 4L, for sub-munitions which may arm on ejection and for white phosphorous munitions.

13. Road Movements:

13.1. Munitions movements are not normally made on weekends, UK bank holidays or during hours of darkness except when associated with import, export via UK docks or terminals. Exceptions are to be coordinated in advance with the releasing, receiving munitions flight.

13.2. 100 ARW/LGTT will coordinate with all agencies involved with receiving transient munitions from the Air Cargo Terminal or transient munitions storage site at RAF Mildenhall. 100 ARW/LGTT will arrange pick-up, road clearance and provide AR support. When 100 ARW/LGTT cannot provide AR support, they will coordinate with the receiving activity to secure required AR support.

13.3. When transporting explosives to RAF Lakenheath, use Wangford road gate off the A1065. For access, notify 48 MUNS Munitions Control 30 minutes prior to arrival for immediate access. This will prevent congestion at the gate.

13.4. When transporting explosives to RAF Welford, the M-4 access road (red sign labeled Work Units only) can be used to gain entry into the RAF Welford munitions storage area. Notify 424 ABS Munitions Control 48 hours in advance so they can approve the date and arrival time and coordinate

opening M-4 access road with police authorities. The M-4 access road is only accessible from the eastbound lane between Junctions 13 and 14.

13.5. When transporting explosives to RAF Mildenhall, the primary entry point for explosive laden vehicles will be Gate 15 (Main Gate). Explosives must exit RAF Mildenhall via Gate 16. Upon arrival of an explosive laden vehicle, the installation entry controller will determine what on-base activity is receiving the explosives, class, division of explosives and the quantity of explosives being carried. No other entry point will be used without prior approval and coordination through 100 SFS and SEW.

14. Emergencies:

14.1. The driver or attendant of an explosives laden vehicle traveling on public roads must take the following action if the vehicle is involved in an accident or incident:

14.1.1. Ensure that the UK police, fire department and shipper are notified of the situation by the quickest possible means. If explosive ordnance disposal (EOD) is required, notify the Joint Services Explosive Ordnance Disposal Operations Center (JSEODOC) at Didcot.

14.1.2. The shipper must notify 3 AF/A43 and SEW immediately of the situation. During non-duty hours or over the weekend, notification of 3 AF/A43 and base SEW can be accomplished through 100 ARW Command Post.

14.1.3. Take every precaution to prevent the public from coming in contact with the hazards.

14.2. The driver and attendant must be able to evaluate the situation quickly and take appropriate steps to initiate emergency procedures as required. They will turn the emergency procedure checklist over to UK emergency services upon their arrival and brief them on the situation. It is imperative that UK emergency services receive accurate information.

15. EOD Support:

15.1. In cases of emergencies or breakdown of US military owned or contracted vehicle transporting explosives, the JSEODOC at Didcot may contact the nearest command post (see [Attachment 3](#)) and ask for assistance.

15.2. The standard MOD rules for the safe transport of ammunition and explosives will be used for EOD purposes except where it is not reasonably practicable to do so on the grounds of:

15.2.1. Potential hazard to the public or members of the Armed Forces as defined in JSP 445, Section 4, Paragraph 4.031.

15.2.2. The need to dispose of unexploded ordnance without delay.

15.3. Movement of ammunition and explosives in EOD vehicles. General rules that must be followed are the standard rules found in JSP 445 and the following:

15.3.1. Unclassified and toxic explosives, recovered unclassified and CG "K" toxic explosives may be carried for EOD purposes, provided that they are suitably packed and stowed to prevent movement and leakage.

15.3.2. The standard compatibility rules for mixed loads are located in JSP 445, Annex 4E. They may vary for EOD vehicles for carriage of up to 10-kg NEQ of serviceable EOD ammunition and explosives. Vehicles will be licensed under Explosive Storage and Transportation Committee

guidelines to standard items in an agreed stowage configuration, and also account for the carriage of recovered explosives.

15.4. Marking and Placarding. EOD vehicles engaged *IN SUPPORT OF EOD* operations need not be placarded.

15.5. Documentation during carriage. The following information will be in a folder and kept in a conspicuous position in the EOD vehicle cab:

15.5.1. The HD, NEQ and designation of each item of ammunition or explosives carried for the purpose of EOD.

15.5.2. The estimated NEQ, HD and description of recovered items.

15.5.3. Emergency information, notice to crews and relevant TREMCARD (JSP 445, Section 4, Annex 4L).

15.6. Vehicle Crew and Attendance. There will be two people in the vehicle when on task. The driver must be ADR qualified and in possession of a vocational training certificate. The attendant must be knowledgeable of the hazards involved among the assets being transported. The attendant must also possess proof of competency i.e., certification of training, etc, and be able to implement precautions to eliminate a hazardous situation and react to an incidents. If the vehicle has to be left unattended, it must be parked in a discreet place, securely locked and with the alarm switched on, where one is fitted.

16. Command Post and US EOD Actions. Actions for the Command Post and US EOD team are in [Attachment 3](#).

17. Unsatisfactory Reports:

17.1. Units receiving damaged or improper shipments **MUST** report the violations, results to the releasing units munitions supervision flight within 12 hours of receipt. Provide the following information:

17.1.1. Releasing AR's name and rank

17.1.2. Vehicle registration number

17.1.3. Receiving AR's name and rank

17.1.4. Driver and attendant names, ranks

17.1.5. Date, origin and destination of shipment

MICHAEL C. GOULD, Major General, USAF
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AF Policy Directive 24-2, *Preparation and Movement of Air Force Materiel*

AFI 24-201, *Cargo Movement*

AFI 31-101, *The Air Force Installation Physical Security Program*

AFI 31-207, *Arming and Use of Force by Air Force Personnel*, and USAFE Supplement 1

AFI 31-209, USAFE Supplement 1, *The Air Force Resource Protection Program*

AFMAN 33-322, Volume 4, *Records Management Program*

AFMAN 91-201, *Explosive Safety Standards*

Defense Transportation Regulation 4500.9R, Part II, *Cargo Movement*

Department of Defense (DoD) Standard (STD) 6055.9, *DoD Ammunition and Explosives Safety Standards*

JSP 445, *Transport of Dangerous Goods by Road, Rail, and Sea*

JSP 482, *MOD Explosives Regulation*

Military Standard (MIL-STD) 129N, *Military Marking*

The Munitions Memorandum of Arrangement between the United States and the United Kingdom

Technical Order (TO) 11A-1-46, *Fire Fighting Guidance, Transportation, and Storage Management Data*

“UN Recommendations on the Transport of Dangerous Goods,” 1999.

USEUCOM Directive 64-1, *Transportation Policy and Management*

USEUCOM Directive 30-3, *Military Customs Inspection Program*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFMAN—Air Force Manual

ADR—International Carriage of Dangerous Goods by Road

AR—Authorized Representative

CG—Compatibility Group

CTUS—Customs Territory of the United States

DOD—Department of Defense

EED—Electro-Explosive Devices

EOD—Explosive Ordnance Disposal

HD—Hazard Division

IMDG—International Maritime Dangerous Goods
JHCS—Joint Hazardous Classification System
JSEODOC—Joint Services Explosive Ordnance Disposal Operations Center
JSP—Joint Service Publication
MAM—Maximum Authorised Mass
MOA—Memorandum of Arrangement
MDP—Ministry of Defence Police
MET—Mobile Explosive Team
MOD—Ministry of Defence
MWD—Military Working Dog
NEQ—Net Explosive Quantity
NEW—Net Explosive Weight
OGV—Ordinary Goods Vehicle
PLGV—Private Light Goods Vehicles
SEW—Base Explosive Safety
SFS—Security Forces Squadron
SGV—Special Goods Vehicle
STD—DOD Standard
TO—Technical Order
TREMCARD—Transport Emergency Card
UK—United Kingdom
UN—United Nations
USAFE—United States Air Force Europe
USEUCOM—US European Command
USVF—United States Visiting Forces

Terms

ADR (International Carriage of Dangerous Goods by Road) Certification—Qualification training given to drivers, attendants, preparers and hazardous material certifiers in compliance with the European Agreement concerning the ADR.

Advisory Teams—A small group of knowledgeable personnel, i.e. EOD, Disaster Preparedness, Transportation, Security Specialist or Munitions personnel as required. They are sent by the commander to assist the civil emergency services and UK EOD teams in evaluating an accident, incident or breakdown involving vehicles transporting explosives on UK public roads.

Attendant—An attendant for convoys will be a member of the Armed Forces. Attendants are to be fully knowledgeable of the hazards involved among the assets being transported. The attendant must also possess proof of competency i.e., certification of training, etc, and be able to implement precautions to eliminate a hazardous situation and react to an incidents.

Authorized Representative (AR)—An individual who is formally trained and appointed, responsible to the commander for supervising the loading and unloading of vehicles, rail wagons or containers that are used for the carriage of military explosives to ensure that the operation is carried out safely and in accordance with regulations.

Consignor—The releasing agency at a unit or port that has custody of the explosives to be transported over public roads.

Consignee—The agency at a unit or port, which is scheduled to receive an explosive shipment.

Conveyance—A means of transport or movement.

Driver—A person physically in charge of a vehicle laden with explosives. The driver must hold a valid driver's license for the particular vehicle being driven and possess a valid vocational training certificate for the hazard class of the hazardous materials being transported, unless exempted by JSP 445, Chapter 4, Annex 4-J.

Explosives—Items used to produce an explosive, incendiary or pyrotechnic effect, whether in bulk or loaded in components.

Explosive Articles—Articles containing one or more explosive substances and/or pyrotechnic substances.

Explosive Substances—Solid or liquid explosives, or mixture of substances capable by chemical reaction of producing gases at such a temperature and pressure and at such a speed as to cause damage to the surroundings.

Goods Vehicle—A vehicle used for the carriage of explosives. The three categories of vehicles authorized are the private light goods vehicle, ordinary goods vehicle and special goods vehicle. See JSP 445, Section 4, Annex 4-F.

Public Road—Any road within the UK not under direct control of US authorities and to which the public has access.

Recovery Team—Required in case of a vehicle incident. Personnel, equipment and materials required to secure and transfer an explosive laden vehicle involved in an accident or breakdown. Additional convoy attendants shall be included in the recovery team.

Releaser/Receiver—The local point of contact designated to make notification and, or approve incoming, outgoing shipments.

Weight of Explosive/Explosive Component—The total quantity of explosive material in each item or round. The net explosive weight is expressed in pounds and the net explosive quantity is expressed in kilograms.

Attachment 2**NOTIFICATION OF MUNITIONS ROAD MOVEMENTS**

A2.1. Pass the following information to the MDP Central Information Room to arrive no later than 48 hours before an explosive road movement will take place. Notify MDP by message or FAX, classified as **UK restricted (US FOUO)**. Address for the message is:

MODUK Telephone: 01785-223161 ext 7635

CCMDP Wethersfield

If MDP cannot be contacted at the above address, they can be notified at the following address:

Central Information Room Telephone: 01371-854000 (ask for the force information room)

MDP Wethersfield

Braintree

Essex, CM74AZ

A2.2. Because of the sensitive nature of information concerning road movements of explosives, telephonic contact with the MDP should be avoided. On the exceptional occasions when telephonic communication is unavoidable, contact MDP at one of the above listed telephone numbers. Provide the following details when calling the MDP Central Information Room:

A2.2.1. Name of consigning unit (e.g. RAF Lakenheath).

A2.2.2. Total NEQ (US--NEW) by hazard class/division.

A2.2.3. Destination and destination contact details.

A2.2.4. Date of movement and estimated time of departure.

A2.2.5. Date of arrival and estimated time of arrival.

A2.2.6. Details of route, i.e. road numbers and main towns.

A2.2.7. If rest stops and telephone numbers of overnight staging areas are required, if applicable, request assistance from the MET.

A2.2.8. Number of vehicles involved.

A2.2.9. Details of individuals in charge of vehicle/convoy.

A2.2.10. Name and telephone number of person making the notification.

A2.2.11. Any special arrangements applicable to the movement, e.g. armed escorts, etc.

A2.3. Third Air Force units tasked to move explosives over public roads in the UK are required to develop an emergency response phone listing to include all agencies to be contacted in case of an emergency or accident. These phone numbers should be validated annually.

Attachment 3

COMMAND POST REQUIREMENTS

When notified by the driver, escort or JSEODOC of an accident, incident or breakdown involving transportation of US military explosives on public roads, the command post must take the following action:

A3.1. Call the unit nearest the accident, incident or breakdown scene. Ask an advisory team to be sent to the scene. In addition, request a recovery team if a load needs to be transferred.

A3.2. If accident or incident occurs during normal duty hours notify 3 AF/A43, 3 AF/A46 and SEW. After normal duty hours, the 100 ARW Command Post will notify the 3 AF duty officer who will recall 3 AF/A43, 3 AF/A46 and base SEW.

A3.3. If the condition of munitions is suspect, call the RAF Lakenheath Command Post and request assistance from the 48 FW EOD Flight. Notify the RAF commander and MDP Central Information Room (**Attachment 2**) in event of accident or incident or if a US EOD team is dispatched to the scene.

A3.4. If military explosives are being convoyed using commercial transport and a breakdown occurs, dispatch a military vehicle to the scene for load transfer if the contractor cannot provide a replacement vehicle.